

MISSION MONITORING USER'S GUIDE

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Supersedes: AFSOCI 10-202, Volume 3, 1 June 1996
OPR: HQ AFSOC/DOOCP (TSgt Edward E. Forgette)
Certified by: HQ AFSOC/DOO (Lt Col Roy C. Vaughn)
Pages: 50
Distribution: F

This instruction implements AFD 10-2, *Readiness*. It establishes directives and procedures used in reporting and monitoring AFSOC's airlift, air refueling, training, and services missions. This volume applies to all personnel affecting AFSOC mission movement reporting and analysis, AFSOC personnel when AFSOC services support non-AFSOC missions, Air National Guard (ANG) when published in the ANGIND 2, and AFSOC-gained Air Force Reserve Command (AFRC) units. This volume, specializing in reporting procedures, is associated with other publications governing operations. This volume emphasizes instructions not included in documentation associated with automated systems, such as the Command and Control (C2) Information Processing System (C2IPS) Positional Handbooks and the Global Decision Support System (GDSS) User's Guide. The reporting requirements in this directive are exempt from licensing in accordance with AFI 37-124, paragraph 2.11.10, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*.

SUMMARY OF REVISIONS

New delay codes added, expanded definitions of existing codes, and deleted codes. Accountability of many codes changed. Missions are recut when requested by the user, if validated. SRTs for ANG and AFRC crews will be the same as for active duty crews. Added a Ground Times matrix. Added the requirement to use J-codes. Added a T-crew type code for users SRT. Work Unit Codes (WUCs) will be entered as the first characters of delay remarks for all MX/supply deviations. Added C-130 information. Added C2IPS protocol and included an AFSOC mission number matrix.

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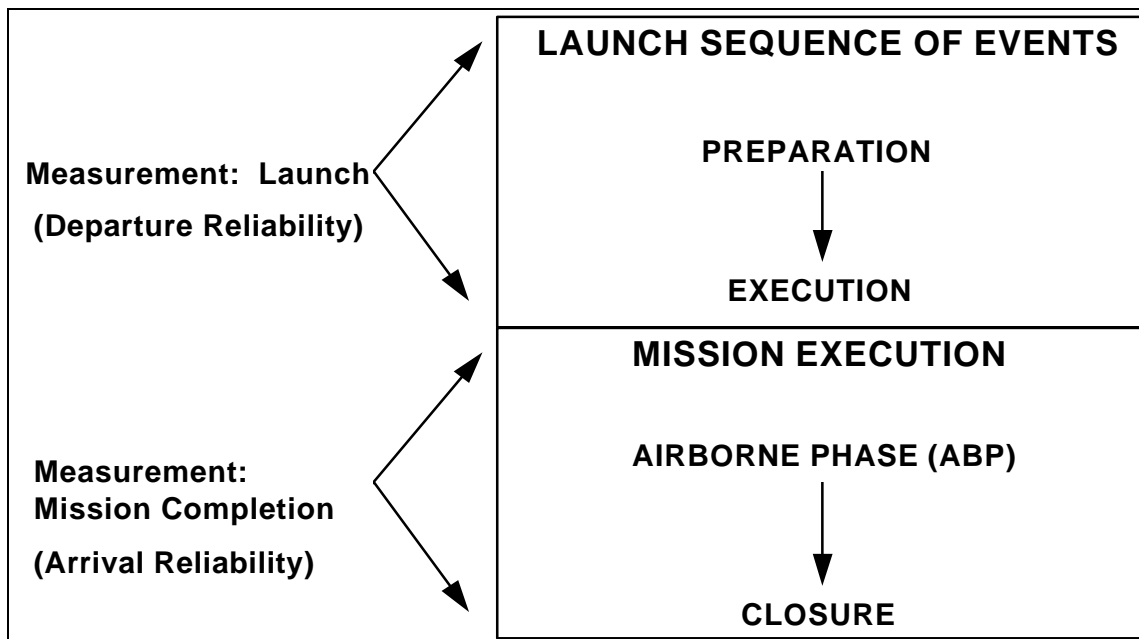
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PART 1**GENERAL INFORMATION****Chapter 1 - Overview**

1.1. Purpose. The Mission Movement Reporting System (MMRS) is designed to support operational standards. It provides the National Command Authorities (NCA), United States Special Operations Command (USSOCOM), Air Force Special Operations Command (AFSOC), and local unit commanders with information to assess and improve the health of the aircraft fleet. MMRS is to be used as a tool for process improvement. It does this by providing data for analysis to foster improvement of the individual processes required to move an aircraft through the system. These individual processes support two larger processes, the launch sequence and mission completion (cargo off-load, air refueling, etc.).

Figure 1.1. Mission Launch and Execution Model.



1.2. Applicability. These instructions apply to all AFSOC C2 facilities and all aircraft operating with an AFSOC mission number. This includes aircraft from AFSOC, AFSOC contractors, ANG, and AFRC. All AFSOC aircraft including airlift, tanker, and trainer programs will comply with these reporting instructions to the maximum extent possible. AFSOC aircraft operationally controlled by another command should comply with these reporting instructions to the maximum extent possible or comply as directed in approved Command to Command Agreements (CCAs), Memorandums of Agreements (MOAs), and Memorandums of Understanding (MOUs).

1.3. Administration. This chapter establishes dissemination requirements, change procedures, and offices of primary responsibility.

1.3.1. Distribution and Control. Distribution of this publication is authorized for all agencies required to support mission monitoring of AFSOC owned and operated assets. Requests and justifications for this document must be submitted through the local publishing distribution office.

1.3.2. Supplements and Revisions. Supplements to this volume are not authorized. Send recommendation for changes to this instruction will be submitted to HQ AFSOC/DOOCC on AF Form 847, **Recommendation for Change of Publication**.

1.3.3. Waivers. Process requests for waivers in accordance with AFI 37-160, Volume 1, *The Air Force Publications and Forms Management Programs--Developing and Processing Publications*.

1.3.4. Office of Primary Responsibility (OPR). HQ AFSOC/DOOCP has overall responsibility for this volume. The following functions and associated OPRs are provided to aid in resolving any problems encountered:

1.3.4.1. The Current Operations area is handled by HQ AFSOC/DOOO while the Logistics area is handled by HQ AFSOC/LRC.

1.3.5. Other Directives. The following publications may be beneficial to reporting units:

1.3.5.1. AFSOCI 10-202, Volume 1, *AFSOC Command and Control Policy Procedures*.

1.3.5.2. AMC Passenger and Cargo Schedule (OPR: HQ AMC TACC/XOOMC)

1.3.5.3. AMC C2 Systems Instructional Books, i.e., GDSS User's Guide, C2IPS Positional Handbooks.

1.3.5.4. Interface Design Document (IDD) for the Common Command and Control Interface.

Chapter 2 - Reporting

2.1. Purpose. The purpose of this chapter is to provide information about AFSOC reporting systems and establish responsibilities for major functional areas or agencies involved in the mission movement reporting process.

2.2. Reporting Systems and Methods. Use the following systems and methods to report, view, and obtain mission movement information.

2.2.1. GDSS is a C2 automated system supporting AFSOC execution authority for effective mission management. It provides the AFSOC staff accurate, near real-time data required for making decisions concerning the deployment and employment of AFSOC resources. GDSS nodes and remote terminals at designated sites permit users to continuously update a totally replicated data base. GDSS interfaces with C2IPS and other computer systems.

2.2.2. C2IPS is a C2 automated system designed to support unit level mission monitoring functions. It provides the unit missions visibility and update capability through terminals positioned within applicable functional areas. Messages transmitted from C2IPS nodes update GDSS as well as other affected C2IPS nodes. If communication lines are interrupted, C2IPS will hold messages in a queue for transmission once communication lines are restored. C2IPS-equipped sites will use this system for mission movement reporting.

2.2.3. AUTODIN is the system used to receive mission movement information when sites are part of the itinerary, but are not equipped with C2IPS or GDSS. GDSS (and C2IPS via GDSS tables) will automatically generate and transmit an AUTODIN message to these down-line stations.

2.2.4. Voice report mission movement information when C2IPS or GDSS is not available, or when directed by AFSOC CMD CTR. Crews will call their wing command post (CP) when transiting locations without AFSOC C2 facilities. In the event automated systems fail, the unit CP will voice report mission movement information to the AFSOC CMD CTR and next down-line station. The unit command post will update GDSS/C2IPS as needed. Any additional reporting requirements can be accomplished when automated systems are restored.

2.2.5. AMC History System (AHS) is the source of mission reliability data. Reports consist of both standardized retrievals and unit specific requests for data designated by mission managers. These reports will vary based on the deviation indicator criteria used for each retrieval.

2.3. Reporting Responsibilities. AFSOC personnel at all levels are responsible for reporting appropriate mission information. For the reporting system to work properly, strict adherence to timely reporting as specified in Chapter 4 is required.

2.3.1. AFSOC has overall responsibility for ensuring accurate, complete, and understandable data is entered into the automated systems; thus, the AFSOC CMD CTR has the authority to direct unit correction of known erroneous data.

2.3.1.1. For management of mission execution, the unit command post/host command post will gather mission movement information for those missions transiting locations, which are not GDSS or C2IPS, equipped. This does not relieve AFSOC personnel from reporting this information to the appropriate command post. The unit command post must ensure all completed missions (defined as the final arrival message processed) have information in all required fields.

2.3.1.2. The unit command post is responsible for the overall quality control of historical data.

2.3.2. Units are responsible for entering into GDSS/C2IPS complete mission information for all AFSOC missions, including local training missions landing off station, and out-and-back training missions etc. C2IPS-equipped units will use GDSS only for functions not currently supported by C2IPS, i.e., cutting "as required" authorized missions or "closing out" unit local training missions. Units not yet equipped with C2IPS will use GDSS.

2.3.2.1. Schedulers or current operations personnel are responsible for entering mission schedules and aircrew data into GDSS/C2IPS. This will be updated by the schedulers or current operations until initial departure then the responsibility transfers to the command post.

2.3.2.2. CP controllers have overall unit-level responsibility for transmitting mission movement messages for their station. CP controllers must ensure accurate information is input into the system, (i.e., aircraft tail number, aircraft call sign, aircraft commander, and aircraft commander SSN).

2.3.2.2.1. Controllers will ensure all required data for each message type is reported. This is necessary to achieve data transfer between C2 systems and eliminate or reduce the number of reporting errors. Controllers are also responsible for correcting erroneous information identified in C2 systems (i.e., crew orders reflect a different Scheduled Return Time (SRT) than the C2 systems)

2.3.2.2.2. Controllers will ensure all required messages are transmitted within timing specified in Chapter 4 (i.e., delay messages).

2.3.2.2.3. Controllers must coordinate delay message deviation information with the responsible agency (i.e., maintenance, Air Terminal Control Center (ATOC), aircrews, host base agencies, HQ AFSOC, etc.). The controller does not require approval to assign a deviation to the responsible agency, (exception: any delays assigned to HQ AFSOC must be approved by the AFSOC CMD CTR) but must advise them of the information reported.

2.3.2.2.4. Controllers will correct any known errors or missing information, including those identified by the AFSOC CMD CTR (i.e. departure message sent with missing SRT data). After the final arrival message is transmitted, home unit (those supporting the mission or mission leg) controllers will check for and correct data base errors. This includes ensuring that all required data was reported (i.e., arrival, departure, or delay information is submitted).

2.3.2.2.5. Home units are responsible for "closing out" missions.

2.3.2.3. Aircraft Maintenance Control Center (AMCC) controllers are responsible for providing the command post with aircraft information (i.e., block time, parking location, updates on maintenance status, estimated time in commission (ETICs) for updated Estimated Time of Departure (ETDs) etc.). AMCC controllers are also responsible for providing all required logistics information (appropriate deviation indicator, Work Unit Codes (WUCs), and clear and concise remarks) when mission deviations are accountable to logistics.

2.3.2.4. Aerial port controllers are responsible for providing the command post with passenger and cargo information. Aerial port controllers are also responsible for providing all required aerial port information (appropriate deviation indicator and clear and concise remarks) when mission deviations are accountable to aerial port operations.

2.3.2.5. According to AFSOC 55 and 11 series publications, aircraft commanders (ACs) are responsible for proper documentation of all mission events and notification to AFSOC C2 facilities. Normally, the CP will update events in C2IPS and/or GDSS. However, when transiting stations without an AFSOC CP, ACs are responsible for contacting the AFSOC CMD CTR or wing CP to update GDSS with mission movement information.

2.3.2.6. COMM Flt/Radio room controllers are responsible for relaying to the command post all aircraft movement reports received from the aircraft/aircrew (i.e., arrival, departure, diversions, block time, etc.)

PART 2

DATA INPUTS

Chapter 3 – General Reporting Instructions

3.1. Purpose. This chapter outlines the instructions for AFSOC mission movement reporting and applies to all the major functional areas or agencies. Additional functional area reporting instructions are listed in follow-on chapters. It is not the intention to rewrite system handbooks; thus units should refer to appropriate user guides and handbooks for system specific clarification. Mandatory fields are indicated in the system displays and must be filled in before message validation and transmission.

3.2. Addressing. Messages transmitted from C2IPS or GDSS automatically address scheduled down-line stations who are not equipped with C2IPS or GDSS, the unit owning the aircraft and crew, the tasked unit of the mission, and the associated parent. Users also have the option to manually insert additional addressees as the situation dictates, i.e., aircraft diversions to a station not part of the executed schedule.

3.3. Data Field Description. After each field title, the authorized number and type of characters are listed in parentheses with the following legend: "A" allows alphabets only, "N" allows numbers only, and "X" allows a combination of both. All available data fields are not listed here, but are fully described in the GDSS/C2IPS user's guide systems handbooks or "field help".

3.3.1. Mission Identification (12X). Use appropriate characters to describe mission specifics. The current listing may be found in Attachment 2 or AMC Passenger and Cargo Schedules.

3.3.2. Aircraft Type (6X). Enter up to six characters to identify the aircraft type (i.e., MH053J, MC130P etc.).

3.3.3. Aircraft Serial Number (5X). Enter the last digit of the year aircraft was made/model and last four digits of the aircraft tail number. For MH053J, use the last number of the year and the last four digits of the tail number. If the aircraft has less than five digits in the tail number, use leading zeros.

3.3.4. Aircrew/Aircraft Wing/Group and Tasked Unit (3-6X). Enter up to six characters to identify the wing/group the aircraft/aircrew or tasked unit (i.e., 353SOG no spaces allowed).

3.3.4.1. Aircrew Squadron (3X). Enter the numeric squadron designator, such as 007 or 711. If the squadron has less than three characters, lead with zeros.

3.3.5. Crew Type (1A). Use this field to describe the flight crew. Authorized crew types are listed in figure 3.1.

3.3.5.1. Flight Crew. When a mission is created, this field represents type of crew required. However, once a primary crew is assigned to a mission, this field represents the actual

complement of the crew assigned; i.e., an augmentable crew flying a basic crew duty day because they are flying a basic crew required mission leg should be listed as augmented. This allows C2 at all levels to readily identify the highest crew complement should an unforeseen priority need arise.

3.3.5.2. Crew type code T is being reserved for a future requirement. It may eventually be used to identify the user's SRT.

3.3.6. SRT (7N). Enter the Julian date and time the crew is expected to return to home station, usually within 24 hours after the mission termination time. After SRT is established by home station and entered into C2IPS or GDSS, it will not be changed. Extensions will be coordinated with affected units, and the CP will enter remarks reflecting the crew's new SRT in the "aircrew remarks" sections on the top window of the GDSS Form 59.

3.3.7. International Civil Aviation Organization (ICAO) Station Codes (4X). Enter ICAO of departure or arrival location. When no valid ICAO exists, the first one or two characters must be the alphabetic designation for the particular country followed by zeroes (i.e. ED00 for Germany, EG00 for England, or KO00 for continental United States (CONUS)). For air refueling missions, enter the four-character designator for the air refueling track.

3.3.7.1. J-Codes. These codes are used in place of an ICAO when the itinerary of the mission is classified or close-hold IAW AFSOCI 10-402, *Flying Hour Program*. The wing/squadron current operations is responsible for compiling the J-Code listing. This list must be updated annually using the numbers J301-J399, if changes are made to the list before the annual review (i.e., additions, deletions, changes) a new message must be transmitted. Each current operations will determine which locations are transited most often for classified/close-hold contingencies or deployments. The message is then transmitted to AFSOC CMD CTR HURLBURT FLD FL/DOO// and other interested agencies determined by wing/squadron current operations.

3.3.8. Station and Air Refueling Track Purpose Codes (1A). Enter the reason a mission is scheduled to arrive or depart a location. Stations may have different purpose codes for arrival and departure events. Loading and unloading codes take precedence over refueling or aircrew change and crew rest codes. Unscheduled arrivals will enter a "J" or "K" code to indicate an aircraft diversion for maintenance or other reasons. Station and Air Refueling Track Purpose Codes are contained in Figure 3.3.

3.3.9. Date Entries (4N). Use the last number of the calendar year and Julian date between 001 and 366.

3.3.10. Time Entries (4N). Use Zulu time entries between 0001 and 2359.

3.3.11. Remarks (1-255X). Include information of interest to higher headquarters, home stations, and applicable down-line stations, i.e., distinguished visitors on board, amplification on deviations, unclassified mission reason etc. Provide as much information as possible without being too wordy, too cryptic, or using homemade acronyms. Refer to appropriate message type

for any special reporting requirements. The individual submitting a remark into C2IPS will end the remark with his/her initials.

3.4. Mission Information:

3.4.1. Mission Cuts. Mission "cuts" are planned and executable mission schedules entered into C2IPS or GDSS where validity checks exist to impose established policy. All of these missions will fully comply with mission deviation reporting procedures established in this instruction.

3.4.2. "As Required" Mission Cuts. "As required" mission cuts are planned and executable mission schedules entered into C2IPS or GDSS where the validity check to depart within 14 minutes is removed. (**NOTE:** Delay data is not required and C2 systems will not prompt for delay data). "As required" missions are established to retain flexibility when the 14 minute departure timing is not as critical as the purpose of the mission. Local training missions without an external customer are authorized and will cut with "soft" departure times. This allows the unit to focus on completing training requirements. Aircraft coming out of depot maintenance facilities will also be cut with "soft" departure times.

3.4.3. Mission Recuts. Mission recuts are revised mission cuts. At times it is necessary to update the mission schedule because of a change in requirements or execution. Recuts ensure that C2 Systems at all affected locations are automatically updated with revised mission timing. All mission recuts require an explanation in the external remarks section.

3.4.3.1. Locally Executed Mission. Local training missions without an external customer may be recut at any time. However, recuts should not be necessary if cut "as required," as authorized in paragraph 3.4.2. Other local training missions can only be recut as specified in 3.4.3.4.

3.4.3.2. Unit planned missions may be recut by the unit up to the initial scheduled departure time. Ensure coordination with all agencies and down-line stations is complete.

3.4.3.3. Validated user requests are recut in GDSS/C2IPS with "USEREQ" as the reason code. Refer to Figure 3.2. for other reason codes. The recut remarks must identify the user, magnitude of the change, and reason for the change. Examples: 31SOS, 24 HOUR DELAY, USER UNABLE TO SECURE BILLETING AT DOWN-LINE STATION.

3.4.3.4. Reasons to recut:

3.4.3.4.1. User requests a change in mission timing, and request is validated.

3.4.3.4.2. On-load/off-load of cargo/pax has changed, and the change is validated.

3.4.3.4.3. Prior to departure, cargo/pax requirement is added to the mission itinerary, and the requirement is validated.

3.4.3.4.4. The cargo/pax load has changed and is validated, and this change requires additional stop(s) for fuel or other requirements.

3.4.3.4.5. Change in positioning/depositioning requirements only (no active mission legs from initial on-load to final off-load is affected).

3.4.3.5. Reason not to recut:

3.4.3.5.1. To overfly a station.

3.4.3.5.2. To obscure a delay.

3.4.3.5.3. The aircraft needs to fly to an unscheduled stop solely for maintenance or other reason not related to the validated on-load/off-load of cargo/pax (this requires a divert message, see para 3.4.3.6)

3.4.3.6. Changes to the executed mission.

3.4.3.6.1. J-Diverts. A J-divert is an air abort or diversion for an aircraft system malfunction. Because this is not a planned event, a 2-hour crew/maintenance troubleshooting and repair ground time is authorized for the location providing the service. If the J-diverted aircraft cannot be repaired within two hours, the crew is normally entered into crew rest for the duration authorized for the aircraft type.

3.4.3.6.2. K-Diverts. A K-divert is an unscheduled air abort or diversion for non-mechanical reasons such as weather or the pickup of passenger(s). Because this is not a planned event, the crew duty day will be considered for subsequent launch. If unable to reach an acceptable destination with the crew duty day, the crew will be entered into crew rest for the duration authorized for the aircraft type. K-divert ground time is the planned minimum ground time for the aircraft type.

3.4.4. Mission Closures. All missions must be closed in C2IPS or GDSS. After final arrival is entered, the mission status changes to "REV," meaning review status. Review the mission and ensure all mission data is entered into C2IPS or GDSS, i.e., all departures have an arrival leg, delayed departures have delay information. GDSS users will enter "CLOSED" in the remarks section to provide the station, date, and time the mission was closed. If the mission must be reopened for any reason, upon closure, an additional "CLOSED" remark must be entered.

3.5. Correction Reporting Procedures. Units will transmit mission movement messages if missing information is identified, i.e., delay information, or there is no arrival time between two departure times. Units will retransmit mission movement messages if incorrect data base information is detected. Corrected mission information will be entered via C2IPS or GDSS, depending on the status of the mission and where this information resides in the AMC C2 system. Units should not change deviation information 24 hours after the deviation occurs. If through additional information/further investigation a unit determines that a delay has been incorrectly reported, the unit can contact HQ AFSOC CMD CTR for assistance.

Figure 3.1. Crew Type Codes.

CREW TYPE CODES	
Crew Type Code	Status
A	Aircrew - Primary Augmented
B	Aircrew - Primary Basic
C	Aircrew - Commercial
D	Aircrew - Deadhead Basic
E	Aircrew - Deadhead Augmented
M	Medcrew - Primary Basic
N	Medcrew - Primary Augmented
O	Medcrew - Deadhead Basic
P	Medcrew - Deadhead Augmented
T	Troop/User

NOTE: Deadhead is referred to the additional crew on board the aircraft (not part of crew operating the mission).

Figure 3.2. Reason Codes.

REASON CODES			
REASON	CODE	REASON	CODE
CHANGE IN AIRCRAFT TYPE	ACTYPE	CHANGE IN MISSION IDENTIFIER	MSNID
AIR REFUELING REQUIREMENTS ADDED	ADDREF	CHANGE IN MISSION TYPE	MSNTYP
CHANGE IN LEG TIME	ADJLEG	AIR REFUELING REQUIREMENT DELETED	NEGREF
CHANGE IN AIRFRAME AVAILABILITY	AFMAVL	CHANGE IN OPERATOR/MDS/AIRCRAFT	OPRCHG
CHANGE IN BASIC CONTRACT NUMBER	BCTNBR	CHANGE IN DIP CLEARANCE OR OVERFLIGHT	OVRFLT
CHANGE IN CARGO REQUIREMENT	CGOREQ	CHANGE IN PASSENGER REQUIREMENT	PAXREQ
CHANGE IN NUMBER OF COMMITMENT	COMMIT	CHANGE IN MISSION PRIORITY	PRITY
CHANGE IN CONFIGURATION	CONFIG	CHANGE IN REFUELING REQUIREMENT	REFCNG
ARICREW ENHANCEMENT	CRUENH	CHANGE IN ROUTE/ITINERARY	RETE
CHANGE IN CREW REST	CRURST	CHANGE IN SCHEDULE DUE TO ENROUTE RESTRICTIONS	RESTRC
CHANGE IN STAGING INDICATOR	CRUSTG	RETRANSMITTAL OF PREVIOUSLY SUBMITTED INFORMATION	RETRAN
CHANGE IN CREW TYPE	CRWTYP	CHANGE IN ROUTE REFERENCE NUMBER	RUTREF
DEVIATION HAS OCCURRED	DEVIA	CHANGE IN SERVICE ORDER NUMBER	SRVORD
CHANGE IN INPUT TO CORRECT ERROR	ERROR	CHANGE REQUESTED BY USER	USEREQ
ADJUSTMENT OF GROUND TIME	GNDTIM		

Figure 3.3. Station and Air Refueling Track Purpose Codes.

<u>STATION AND AIR REFUELING TRACK PURPOSE CODES</u>			
Departure Code	Arrival Code	Reasons for Departing and Arriving an ICAO or Airborne Refueling Track	
A	A	Airborne refueling off-load	
C	C	Aircrew change (no planned on-load or off-load)	
D	D	Enroute off load (other than final off-load)	
E	E	Extraction zone (times optional)	
I	I	Drop zone (times optional)	
J	J	Air abort or diversion for aircraft system malfunction	
K	K	Diversion or air abort for non-mechanical reasons	
L	L	Local (training, maintenance test, and search missions planned to arrive and depart the same station while remaining in the local area)	
O		Initial on-load--either outbound or from turnaround station inbound, back hauls on SAAMs included	
P	P	Positioning or deposition (When the purpose is to position aircraft for loading, or deposition following off-loading, use P. Any other time, use one of the other codes.)	
Q	Q	Airborne refueling off-load and on-load	
R	R	Ground refueling on-load	
S	S	En route on load (other than initial on-load)	
	T	Mission termination (other than local)	
	U	Final off-load - either outbound or inbound (Use "U" when final off-load occurs at an en route station).	
	X	Overfly	
	Y	Overfly a mission leg/drop zone for JA/ATT missions	
Z	Z	Airborne refueling on-load	
If second character of mission ID is:		For initial departure of mission, use:	For initial arrival of mission, use:
J, R		P	P
V, G		P	T
U, S, X		L	L
all others		O	U

For all other departure and arrival stations, use D, S, C, R, X, and J or K as necessary

Figure 3.4. Mission Type Codes.

MISSION TYPE CODES			
MISSION	CODE	MISSION	CODE
AIR EVACUATION	AIREVAC	AIR NATIONAL GUARD AIRLIFT	GUARDLFT
AIR SHOW	AIRSHOW	INTEGRAL TANKER UNIT DEPLOYMENT	ITUD
AIR REFUELING EXERCISE	AREXCER	JOINT AIRBORNE/AIR TRANSPORTABILITY TRAINING	JAATT
BUSINESS EFFORT	BUSEFF	JOINT CHIEFS OF STAFF EXERCISE REFUELING	JCSEXAR
CONUS CONTRACT AIR	CAM	OPERATIONAL PLAN	OPLAN
CHANNEL	CHANNEL	OPERATIONAL ORDER	OPORD
CONTINGENCY AIR REFUELING	CONTAR	OPERATIONAL READINESS EXERCISE	ORI
CONTINGENCY	CONTING	RECONNAISSANCE	RECON
CORONET	CORONET	REDEPLOYMENT	REDEP
CROSS COUNTRY	CROSS	REFUEL	REFUEL
CYCLONE/AWS MISSION DEPLOYMENT	CYCLONE DEPLOY	ROTATIONAL SPECIAL ASSIGNMENT AIRLIFT MISSION	ROTE SAAM
DUAL ROLE CORONET	DRCORNET	SPECIAL AIRLIFT MISSION	SAM
DRONE	DRONE	SEARCH AND RESCUE	SAR
DUAL ROLE	DUALROLE	SUPPORT MISSION	SUPPORT
ESCORT	ESCORT	TANKER AIRLIFT	TNKLIFT
EXERCISE	EXERCISE	AIRCREW TRAINING	TRAINING
FUNCTIONAL CHECK FLIGHT	FCF	TRANSFER OF AIRCRAFT BETWEEN UNITS	TRANSFER
GROUND ALERT	GNDALT		

Chapter 4 – Message Types

4.1. Purpose. This chapter provides information and reporting criteria for several of the messages used in mission movement reporting. Report all arrivals, departures, delays, advisories, and other mission movement events as soon as possible, but not later than the time specified below by report type.

NOTE: Reports processed by C2 automated systems are too plentiful to mention all here. Refer to appropriate functional area policy and C2IPS positional handbooks to determine required information and procedures (i.e., load messages, schedule request messages, etc.).

4.2. Arrival Message and Reporting Procedures. Reports must be submitted as soon as possible, but not later than 15 minutes after the aircraft has blocked-in. (Data systems require timely data inputs to retain their utility to the user. The goal for AFSOC controllers will be to input the arrival time within 5 minutes of arrival and not to exceed 15 minutes.) Report actual arrival and block-in times.

NOTE: For C2IPS users, after block-in, change ETB to match the maintenance inserted ATB prior to creating the arrival message.

4.2.1. The reportable block-in time is the time the aircraft comes to a stop at the designated gate or parking spot. If the aircraft must “double-block,” thus having a different initial and final block in time, the reportable time is the initial block in time, i.e., an aircraft must off-load hot cargo. Do not delay message transmission until final block-in time.

NOTE: Missions requiring double-block off-loads should already have figured this into the mission schedule. If additional time is necessary and the next departure is delayed, report appropriate deviation indicator (i.e., crew rest delayed for cargo off-load).

4.2.2. Diverts. A diversion occurs when an aircraft arrives at a destination that is not scheduled. The station could be the station it just departed or another station not on the schedule. If an aircraft diverts, the divert station will send an arrival message with a "J" or "K" station purpose code indicating a diversion.

4.2.3. Arrival remarks. Provide arrival remarks that will be of interest to other stations. As a minimum, report the following as applicable:

4.2.3.1. Deviation information (type station code is "J" or "K") with the three digit deviation indicator as the first item in the remarks line and any additional explanatory information known.

4.2.3.2. When a mission will depart on a different mission number than it arrived on, input the outbound mission number on the arrival line (unless that mission is already identified) i.e., “MSN WILL DEP AS 1EB1600SB109.”

4.3. Advisory Message and Reporting Procedures. Advisory messages will be sent as soon as possible for (anticipated) mission deviations that occur before an aircraft departs a station. This

notification system was designed to assist headquarters AFSOC in managing forces and assisting down-line stations in managing local resources. Advisory reporting is considered ASAP if message is transmitted within 30 minutes of event causing mission deviation.

4.3.1. Examples for sending advisory messages include, but are not limited to:

4.3.1.1. Mission will deviate from latest published itinerary.

4.3.1.2. Conditions become known that will cause the mission to depart more than 30 minutes early or late.

4.3.1.3. Conditions become known that will cause the mission to overfly a station.

4.3.2. Deviation. A deviation occurs when it is decided, prior to an aircraft's departure, to send the aircraft to a station that is not scheduled. Deviations could be due to weather, maintenance, or directed by higher headquarters. Whatever the reason, CP will send the advisory message with details for the deviation.

4.3.2.1. If the unit or CP determines there is a need for a mission deviation, they will notify the AFSOC CMD CTR. If approved, the CP will coordinate with appropriate agencies and down-line stations.

4.3.2.2. If higher headquarters directs the deviation, the CP will coordinate with the affected down-line stations.

4.3.3. Overfly. An overfly occurs when it is decided, prior to an aircraft departure, not to send the aircraft to a scheduled station or air refueling track due to negative requirements or directed by higher headquarters. Whatever the reason, the CP will send the advisory message with the reason that the aircraft is authorized to overfly that station or air refueling track.

4.3.3.1. If the aircraft commander or CP determine there is no need to go to a scheduled station, the CP will notify the AFSOC CMD CTR. The CP will coordinate with appropriate agencies and down-line stations.

4.3.3.2. If the overfly is directed by higher headquarters, the CP will coordinate with the departure station agencies and affected down-line stations. The CP will notify local agencies and the aircraft commander.

4.3.4. If incorrect or missing information was transmitted, transmit another advisory message with corrected information.

4.3.5. Advisory remarks. Provide as much information as possible to explain the reason for the message, i.e., reason for the deviation or delay, deviation indicator if known, ETIC, and ETD.

4.4. Departure Message and Reporting Procedures. Reports must be submitted as soon as possible, but not later than 15 minutes after the aircraft has launched. (Data systems require

timely data inputs to retain their utility to the user. The goal for controllers will be to input the departure time within 5 minutes of departure and not to exceed 15 minutes.)

NOTE: For commercial aircraft departures, input in GDSS the actual time of block out (ATB) in the departure time field and actual time of departure (ATD) in the remarks field. In C2IPS, ATB and ATD fields are provided, so input the proper information in these fields. When CP controllers create the departure message in C2IPS, put the ATD on the amplification line and the ATB on the ATD line, this will allow proper update to GDSS.

4.4.1. If a mission leg flight time is less than one hour, the departure station will call the next down-line station to expect an arrival. However, this does not relieve the departure station from sending out a departure message.

4.4.2. First Departure Message. Ensure the first departure message of a mission includes the aircraft due home date (DHD), the Julian date provided by maintenance indicating when the aircraft is scheduled to return to home station, and the crew SRT (Julian date and Zulu time the crew is expected to return to home station).

4.4.3. Subsequent Departure Messages. Ensure all required information (i.e., crew SRT), changed information (i.e., next ICAO ETA), and new or additional information (i.e., deadhead augmented crew on board) are reported.

4.4.4. Departure Remarks. Include in remarks any information that may be of interest to higher headquarters and down-line stations, i.e., distinguished visitors on board.

4.5. Deviation Message and Reporting Procedures. Reports must be submitted as soon as possible, but not later than two hours after the aircraft has launched, when mission deviations cause an aircraft to depart 15 minutes after the scheduled departure time. CP controllers have overall responsibility for assigning and reporting appropriate delay information. They will coordinate with the responsible agency prior to transmitting the deviation message.

NOTE: If the reason for delay is not resolved within two hours, send the delay message with an X-650 deviation indicator and include in the remarks section the POC and DSN of the person at the station coordinating this delay information. Send an updated delay message as soon as the delay reason is resolved, but NO LATER THAN mission termination or 24 hours after the delayed departure time--whichever time occurs first.

4.5.1. Delay messages are required for all missions that ARE NOT cut "as required." Missions determined to be high priority involve multiple agencies, or when on-time departure is critical, must use AFSOC timing criteria.

4.5.1.1. Military aircraft. Deviation messages are required when a military aircraft departs (launches) 15 minutes or more after the scheduled departure time or delay start time (DST).

4.5.1.2. Deviation messages are required when an aircraft diverts to a station NOT next on the mission schedule. Use the deviation indicator and required remark (complying with remark rules for responsible functional area) that explains reason for diversion. Also, provide actions taken.

4.5.2. Accountable Command Level. Before each deviation indicator is the command level primarily responsible for affecting processes to be improved. Three levels of accountability are established to ensure (at the lowest level possible) appropriate actions are taken to reduce similar deviations. Review and analysis of all deviation indicators provide visibility of isolated instances or systemic processes requiring attention and improvement. Consider the appropriate command level accountable when assigning a deviation indicator.

4.5.3. AFSOC. This denotes deviations for which the HQ AFSOC staff is accountable; the individual directorate OPR assigned for each deviation indicator is also identified. These deviation indicators are used when AFSOC units must rely on agencies not under the control of local AFSOC commanders to support mission movement (i.e., commercial carrier, non-AFSOC host base support, airfield or ATC restrictions, etc.). However, this does not preclude AFSOC commanders at lower levels from identifying and proposing solutions with non-AFSOC agencies. MANDATORY Mission Deviation Coding information consists of a prefix, deviation indicator, deviation time, and remarks. These codes provide clarification on the reasons why the mission was delayed.

4.5.3.1. Prefix. The prefix categorizes the type of deviation. It identifies if a mission did or did not exceed the scheduled ground time. To allow for a scheduled ground time duration, departure times may have to be adjusted. The adjusted departure time is referred to as the mission delay start time (DST). Obtain DST by adding the scheduled ground time to the block-in time. Or, add the amount of time it arrived late to the departure time. Select the appropriate prefix.

NOTE:

1. For missions arriving early or on time, the DST is the same as the scheduled departure time.
2. For missions arriving late, attempt to get the mission back on schedule. Set the crew Legal For Alert (LFA) 12 hours after being released by the C2 agency whenever possible.
3. For diverts and air aborts, the DST is the authorized divert ground time added to the block-in time.
 - 3.1. J-divert ground times include a two-hour maintenance troubleshooting/repair time plus minimum ground time for the aircraft,
 - 3.2. K-divert ground times are minimum planned ground times for the aircraft type.

4.5.3.1.1. "C." Use this prefix when a commercial contracted mission EXCEEDS the scheduled ground time or blocks out after the scheduled departure time by one minute or more due to carrier controllable reasons. Use only with deviation indicators between 150-163 for commercial aircraft.

4.5.3.1.2. "L." Use this prefix when the mission DOES NOT EXCEED the scheduled ground time, but does depart 15 minutes or more after its scheduled departure time. Remarks are required and should stand on their own (i.e., L-913: previously delayed at KDOV for maintenance and EGUN for Ops hours).

4.5.3.1.3. Commercial aircraft may use the "L" prefix with any deviation indicator. Carriers are contractually obligated to depart originating or turnaround stations as scheduled unless the delay was caused by factors beyond their control and without the fault or negligence of the contractor. These delays shall be considered contractor-uncontrollable. The contractor-uncontrollable delay time experienced at the originating and en route stations on a mission shall be added to the scheduled departure time at the turnaround station on that mission. Additionally, if missions are scheduled back-to-back with an aircraft that experienced a contractor-uncontrollable delay, this uncontrollable delay time shall be added to the scheduled departure time of the subsequent mission with the resultant delay charged as contractor-uncontrollable. However, the contractor-controllable delay time experienced on a previous mission shall not be added to the scheduled departure time. In the latter instance, the contractor is required to originate his next mission, on schedule, with his own aircraft or substitute service. Any change in the mission identifier from previous legs is considered a turnaround point.

4.5.3.1.4. Recycling military missions or originating missions using other than home-station aircraft, use "L" when the mission departs after the scheduled time due to the aircraft arriving late from its previous AFSOC or non-AFSOC mission. Use an appropriate deviation indicator that reflects the reason the previous mission ran in delay.

4.5.3.1.5. "X." Use this prefix when the mission EXCEEDS the scheduled ground time or departs after the scheduled departure time by 15 minutes or more for military aircraft. Commercial contracted missions may use this prefix when it is delayed for other than carrier controllable reasons. Do not use this prefix with 150-169 deviation indicators.

4.5.3.2. Deviation Indicator. Each functional area has a series of deviation indicators available to identify reasons for delay. Those with assigned meanings are listed in the following chapters for each functional area. After determining what functional area caused the deviation, refer to that chapter and select the most appropriate three-digit deviation indicator that describes delay reason. Enter a primary deviation indicator based on the initial cause for delay. Keep in mind, it is the cause of the deviation that needs to be reported. There may be occasions when a mission is delayed from one location caused by something that had occurred or had not occurred at another location (e.g., An aircraft departs on-time from location A in the wrong configuration. Location B has to reconfigure the aircraft causing the mission to delay. Since the departure from location A was on time, a deviation code is not required. However, the delayed departure from location B would require a deviation code even though the cause of the delay was due to location A not properly configuring the aircraft. This would initially appear as if the delay was caused by location B; however, in the remarks section explain the cause of the delay. Example remark: ACFT ARRIVED FROM LOCATION A CONFIGURED CP1 AND SHOULD HAVE BEEN CONFIGURED CM2.). As applicable, enter a secondary deviation indicator to identify additional reasons for delay.

NOTE: Only assign a miscellaneous deviation code after a thorough review of the existing codes reveal a code does not exist for the situation that resulted in a delay.

4.5.3.3. Deviation Time. Enter the duration of the deviation occurring up to the actual departure time. If multiple problems caused the delay, report the accumulated times (total times for

primary, secondary, etc.) in the primary reason time area. If a secondary deviation indicator is used, provide only that duration of time attributed to the secondary deviation in the secondary reason time area. Deviation times are not required when the primary prefix is "L".

4.5.3.4. Deviation Remarks. Fully explain primary, secondary, and subsequent reasons for delay WITHOUT repeating the deviation indicator meaning or being too cryptic, (i.e., MC130H aircraft was quarantined at Panama due to an infestation of small flying insects. Environmental is responding). The importance of complete and understandable remarks cannot be overemphasized. After writing remarks, ensure it tells the whole story before transmitting the message. The goal is to be able to look at the remark and get a clear and full understanding of why the mission delayed. Refer to appropriate chapter for functional area specifics, including format requirements.

4.6. C2IPS Message Protocol. Messages incoming to C2IPS are routed through the communications processor which reads the message title, and compares it to the Office Symbol Map table (OS Map) to determine the office symbol to which the message should be routed. The office symbols on the OS Map are listed in three columns: primary, alternate, and default. The communications processor cannot deliver messages to workstations when the office symbol used to sign onto that workstation does not appear on the OS Map. Normally, the office symbol used by the CP is designated as the default addressee for other functional areas. The controllers must review these messages, take appropriate action, and ensure a prompt response to time critical information. This includes reject messages. See your C2IPS system administrator for more information on the OS Map table and how it relates to message routing.

Figure 4.1. Converting Minutes to Tenths Matrix.

CONVERTING MINUTES TO TENTHS MATRIX					
Minutes	Tenths	Minutes	Tenths	Minutes	Tenths
01 - 02	.0	21 - 26	.4	46 - 51	.8
03 - 08	.1	27 - 33	.5	52 - 57	.9
09 - 14	.2	34 - 39	.6	58 - 60	1.0
15 - 20	.3	40 - 45	.7		

Chapter 5 - Miscellaneous Category Instructions and Deviation Indicators

5.1. General. This chapter outlines reporting instructions and deviation indicators for functional areas not defined in other chapters. These miscellaneous deviation indicators and remarks provide pertinent information to affect process improvement. Each sub-category has a series of deviation indicators available to identify reasons for delay. Those with assigned meanings are listed in figure 5.1.

5.2. Departure Delays and Remarks. Detailed non-cryptic concise remarks are especially important when using 100-series deviation indicators. Ensure remarks clearly describe the situation because this "catch-all" section's deviation indicators may be more general in nature.

5.3. Weather and Natural Phenomena. Use an appropriately assigned deviation indicator between 100 and 107 when delays are attributed to adverse weather conditions.

5.4. Events and Incidents. Use an appropriately assigned deviation indicator between 110 and 115 when delays are attributed to real world situations that impact an on time mission departure.

5.5. Host Base Support. Use an appropriately assigned deviation indicator when delays are attributed to host base support. This sub-category is further divided to enhance process improvement.

5.5.1. Host Base Support at AMC Bases. Use an appropriately assigned deviation indicator between 116 and 120 when delays are attributed to base functions and the support is from an AMC resource. This group is established for analysis and to affect process improvement.

5.5.2. Host Base Support at non-AMC Bases. Use an appropriately assigned deviation indicator between 121 and 129 when delays are attributed to base functions and the support is from a non-AMC resource. This group is established for analysis and for AMC to affect process improvement.

5.6. External Agencies. Use an appropriately assigned deviation indicator between 130 and 138 when delays are attributed to external agencies not specific to a base function, i.e., customs inspection, no diplomatic clearance received, etc.

5.7. Airfield. Use an appropriately assigned deviation indicator between 140 and 145 when delays are attributed to airfield restrictions or closures at departure, arrival, or down-line stations.

5.8. Contract Carrier. Use an appropriately assigned deviation indicator between 150 and 163 when delays are attributed to the commercial aircraft contractor. These codes are especially critical because it involves charging these carriers for excessive delays. If the delay (to a commercial aircraft) is caused by an AMC unit or other military entity, do not use these deviation indicators; use an appropriately assigned deviation indicator provided throughout this document.

5.9. Single Mission User. Use an appropriately assigned deviation indicator between 170 and 173 when delays are attributed to user's changes or failures to complete required actions that impacts mission departure. Delayed missions appropriately coded as user delays include SAAMs, JCS exercise or contingency missions, JA/ATT, etc. Only use these if it is fully determined that units provided all necessary information and support to the user.

5.10. Aeromedical Evacuation. Use an appropriately assigned deviation indicator when delays are attributed to patient movement. This sub-category is further divided to enhance process improvement.

5.10.1. Aeromedical Evacuation using non-AMC Medical Support. Use an appropriately assigned deviation indicator between 180 and 188 when delays are attributed to patient movement/medical support from a non-AMC resource. This group is established for analysis and for AMC to affect process improvement.

5.10.2. Aeromedical Evacuation Using AMC Medical Support. Use an appropriately assigned deviation indicator between 190 and 198 when delays are attributed to patient movement/medical support from an AMC resource. This group is established for analysis and for NAF to affect process improvement.

5.11. Other. Use 199 when there is no OTHER deviation indicator that describes the delay. Amplify the reason in the remarks.

Figure 5.1. Miscellaneous Deviation Indicators.

MISCELLANEOUS DEVIATION INDICATORS	
Weather	
100	Weather in the air refueling track (specify AR track and ARCT) or at the drop zone (specify drop zone) (i.e., thunderstorms, turbulence, winds, etc.)
101	Ambient temperature or pressure dictated a change in fuel load
102	Inspection or repair of weather related damage
103	Weather precluded aircraft ground processing such as loading, refueling, repairing, etc. (i.e., lightning, ice, tornado, heavy precipitation, high winds, etc.)
104	Weather precluded take off or any traffic movement on the flightline, taxiway, etc. (i.e., winds, ice, visibility, etc.)
105	Weather en route to destination (i.e., thunderstorms, turbulence, icing, flight level winds, etc.)
106	Arrival station weather precluded a safe landing (lighting, winds, turbulence, visibility, etc.)
107	Late for deicing caused by weather factors (i.e., frost, freezing precipitation, or snow)
Events and Incidents	
110	Criminal/terrorist threat, inadequate force protection, questionable in-place security measures precluded safe operating environment
111	Damage from hostile action (i.e., enemy fire, sabotage, attempted hijacking, etc.)
112	Damage from non-hostile action (i.e., vehicle, other aircraft, etc.)
113	Bird strikes or BASH condition (departure or arrival station)
114	Bomb threat or aircraft piracy interrupted airfield operations
115	Security precaution; processed passenger(s) did not get on aircraft, baggage removal required
Host Base Support	
116	Services support (i.e., feeding, in-flight kitchen, lodging, etc.) (<i>Can also be used if excessive distance of lodging was primary cause of delay</i>)
117	Civil Engineering support (i.e., airfield facility electrical power, barrier reset, snow removal, etc.)
118	Transportation support, other than aerial port (i.e., crew bus, TMO, etc.)
119	Operations support (i.e., airfield management, weather shop, etc.)
120	Life Support
Host Base Support (at NON-AMC bases)	
121	Services support (i.e., feeding, in-flight kitchen, lodging, etc.) (<i>Can also be used if excessive distance of lodging was primary cause of delay</i>)
122	Civil Engineering support (i.e., airfield facility electrical power, barrier reset, snow removal, etc.)

Figure 5.1. Miscellaneous Deviation Indicators (Continued).

123	Transportation support, other than aerial port (i.e., crew bus, MHE malfunctioned, etc.)
124	Operations support (i.e., airfield management, host command post, etc.)
125	Life Support
126	Supply (Use 700- or 800-series deviation indicators for AMC supply support, i.e., Forward Supply Location (FSL)) Include the WUC, followed by the NSN or part number and the date/time the part(s) was ordered in the first characters of the remarks section. Refer to Chapter 12 for further guidance.
127	POL (Use 800-series deviation indicators for AMC POL support.)
128	Maintenance (i.e., C-130 aircraft on an AFSOC mission receives non-AFSOC maintenance support) (Use 900-series deviation indicators for AFSOC maintenance support.)
129	Shortage of aircraft support equipment (i.e., poser unit, deicing equipment, etc.)
135	For channel missions, the improper preparation of cargo resulting in leaking fuel, oil, acid, etc. (single user MSNs, use 171) (not to be used in-place of aerial port (300-series) when applicable)
136	For channel missions, special or unique transportation support not provided by shipper/host (i.e., special shoring, venting, loading equipment, late delivery of mission essential cargo/pax, rations).
137	For channel missions, held due to passenger/baggage support by non-AMC agency (pax/baggage delay when terminal is managed by ACC, AFMC, etc.)
138	MAJCOM other than AMC directed/affected a change to AMC mission (Include MAJCOM as the first entry in the remarks section.)
Airfield	
140	Departure station restriction/closure (i.e., quiet hours, emergency in progress, etc.) <i>NOTE: For delayed departures attributed to delayed engine runs because of quiet hours, assign ONLY IF no delay would have occurred had the engine run taken place. For example: An engine run is delayed two hours. If the aircraft delayed departure 2 hours or less, use 140 as the primary and 900-series as the secondary delay reasons. If the aircraft delayed departure longer than 2 hours, use 900-series as the primary and 140 as the secondary delay reasons.</i>
141	Arrival or down-line station restriction/closure (i.e., quiet hours, construction, distinguished visitor movement, emergency in progress, etc.)
142	Departure, arrival, or down-line station restriction/closure (i.e., quiet hours, quiet hours, Maximum On Ground (MOG), etc.) caused by the mission running in delay. Previous delay(s) ATTRIBUTED to AFSOC. (include station ICAO identifier in remarks)
143	Departure, arrival or down-line station restriction/closure (i.e., quiet hours, MOG, etc.) caused by the mission running in delay.
145	Departure or arrival station unplanned closure directed by the station. (i.e., special ceremonies)

Figure 5.1. Miscellaneous Deviation Indicators (Continued).**Contract Carrier Controllable**

- 150 Aircrew (i.e., late reporting, sick, etc.)
- 151 Diplomatic clearance or flight plans or ATC slot time not obtained by the carrier
- 152 Scheduling error or conflict
- 153 Late positioning due to maintenance at previous stations
- 154 Late positioning from a commercial (non-AMC) mission
- 155 Aircraft mechanical problems at departure station or en route station
- 156 Passenger processing or loading (i.e., manifest head count, flight attendant directions, etc.)
- 157 Baggage processing or loading (carrier equipment breaks down, resequencing of bags, etc.)
- 158 Cargo processing or loading (aircrew W/B calculation, carriers equipment blocks Material Handling Equipment (MHE), etc.)
- 159 Fleet service
- 160 Meal service
- 161 Aircraft interior (i.e., cleaning, servicing, maintenance, etc.)
- 162 Aircraft servicing (i.e., fuel, oil, hydraulics, oxygen, etc.)
- 163 Other (any reason not specifically covered, amplify in remarks) (Also use for commercial aircraft over flying an intermediate stop for negative requirements)

Single User Missions, i.e., SAAM, JA/ATT, exercise, contingency (These deviation indicators are not applicable for channel missions; for channel missions use 135, 136, or 137)

- 170 Customer provided equipment not ready, failed, or not available
- 171 Load improperly configured, prepared, documented, or otherwise not ready
- 172 Mission essential passenger late or no show
- 173 Other deviation accountable to the user (i.e., user showed late without a VALIDATED timing change, etc.)

Aeromedical Evacuation (Medical Support Non AMC)

- 180 Plane-to-plane transfer required
- 181 Patient on medical hold for evaluation/treatment or otherwise not prepared for airlift
- 182 Awaiting medical equipment to accompany patient in flight
- 183 Awaiting Medcrew to accompany patient in flight (includes positioning leg)
- 184 Medical surface transportation (airfield or medical facility) not available
- 185 Add-on patients
- 186 Emergency reconfiguration for air evacuation (AE)
- 187 Hospital no-show or late arrival
- 188 Other deviation accountable to medical/AE support or patient airlift (including Non-AE MSNs)

Figure 5.1. Miscellaneous Deviation Indicators (Continued).

Aeromedical Evacuation (Medical Support AMC)	
190	Plane-to-plane transfer required
191	Patient on medical hold for evaluation/treatment or otherwise not prepared for airlift
192	Awaiting medical equipment to accompany patient in flight
193	Awaiting Medcrew to accompany patient in flight (includes positioning leg)
194	Medical surface transportation (airfield or medical facility) not available
195	Add-on patients
196	Emergency reconfiguration for air evacuation (AE)
197	Hospital no-show or late arrival
198	Other deviation accountable to medical/AE support or patient airlift (including Non-AE MSNs)
Other	
199	<i>Other miscellaneous deviations - specific deviation indicator not available, amplify in remarks</i>

Chapter 6 - Operations Category Instructions and Deviation Indicators

6.1. General. This chapter outlines operations-specific reporting instructions and deviation indicators. These operations deviation indicators and remarks provide pertinent information to affect process improvement in the MMRS.

NOTE: Deviation indicators 210 through 223 are accountable to aircrew's home unit.

6.2. Departure Delays. Use an appropriately assigned 200-series deviation indicator when an aircraft delays due to operations. Include explanatory information in the remarks section. Deviation indicators with assigned meanings are listed in figure 6.1.

6.2.1. Crew directed maintenance. Use the 222-deviation code when a crew directs maintenance and no discrepancy is found. Also use this code when the crew delayed departure to have maintenance work a discrepancy and it is determined that the aircraft could have flown "as is" with or without the discrepancy corrected, with no impact on the mission.

6.2.2. Sympathetic delay. Use the 261-deviation code when an entire formation delays sympathetically due to a single problem aircraft within the formation. If the delay is caused "outside-the-formation," all aircraft in the formation will be charged with the same deviation code (fog, runway closure, slot time, dip clearance, etc.).

6.2.3. Other. Use 299 when there is no OTHER deviation indicator that describes the delay. Amplify the reason in the remarks.

Figure 6.1. Operations Deviation Indicators.

OPERATIONS DEVIATION INDICATORS	
Aircrew	
200	Crew directed crew rest in the interest of flight safety (fatigue, 3 consecutive maximum crew duty days (CDD), etc.) (For inop autopilot, use applicable 9XX code.)
202	Crew rest (delayed at aircraft on-loading/off-loading cargo/PAX, troubleshooting maintenance, crew rest interrupted, etc.)
207	Crew duty time insufficient due to delay/divert at previous station NOTE: Enter previous deviation indicator and ICAO to explain reasons for exceeded CDD
210	Crew availability, awaiting replacement crew or crew member (DNIF, disqualified, etc.)
211	Crew availability, flying hour limitations
219	Crew duties performed improperly (or not performed) delay mission departure
220	Crew directed training
221	Crew directed; aerial port services requested, no discrepancy found, or crew flew “as is”(state service in remarks)
222	Crew directed; maintenance requested, no discrepancy found (state system in remarks)
223	Crew directed; crew requested fuel/defuel (actual fuel required different from flight plan)
Management & Coordination	
239	Deviation due to CP/AFSOC support (late alert, faulty mission setup, etc.)
240	Deviation due to aircrew squadron support
259	Stage crew management error (faulty crew setup, etc)
261	Deviation in sympathetic delay for lead/wing aircraft deviation. This code applies when aircraft formation was scheduled for unit training and not based on receiver requirements.
262	Local exercises (i.e., ORI, MARE, aircraft piracy, etc.)
265	Other management decision (i.e., delay departure to maximize support for all missions)
Other	
299	<i>Other Operations deviation - specific deviation indicator not available</i>

Chapter 7 - Aerial Port Category Instructions and Deviation Indicators

7.1. General. This chapter outlines aerial port-specific reporting instructions and deviation indicators. These deviation indicators and remarks provide information to affect process improvement in aerial port operations.

7.2. Load Message. To preclude double reporting, ATOC controllers will transmit a load message after each aircraft departure. It is extremely important to pass load information, especially when it affects external aerial port agencies.

7.3. Departure Delays. Use an appropriately assigned 300-series deviation indicator when an aircraft delays due to aerial port services. Include explanatory information in the remarks section. Deviation indicators with assigned meanings are listed in figure 7.1.

7.4. Other. Use 399 when there is no OTHER deviation indicator that describes the delay. Amplify the reason in the remarks.

Figure 7.1. Aerial Port Deviation Indicators.

AERIAL PORT DEVIATION INDICATORS	
Management	
300	Incomplete or improper management by Port Ops, ATOC, etc.
301	Additional mission planning required due to incorrect inbound load information
302	Improve mission utilization (delay to accommodate priority cargo/pax)
303	Aerial Port personnel duties performed (or not performed) delayed mission
Passenger Service	
320	Passenger processing or loading
321	Baggage processing or loading
322	Saturation of passenger terminal facilities
323	Late or improper meal order by passenger service (not used when crews order meals)
324	Passenger or baggage handling equipment (malfunction, shortage, or inadequate)
Air Freight	
340	Loading time exceeded
341	Off-loading time exceeded
342	Load reconfigured to fit contour of aircraft
343	Load condition (shoring, tie down, etc.) required
344	Load documentation (incorrect or incomplete)
345	Material Handling Equipment (MHE) malfunctioned, shortage of, or inadequate
346	Saturation of cargo handling facilities
Fleet Service	
360	Fleet service (general)
361	Fleet service equipment malfunctioned, shortage of, or inadequate
362	Late delivery of meals, beverages, or supplies
363	Saturation of fleet service facilities
Other	
399	<i>Other Aerial Port deviation - specific deviation indicator not available</i>

Chapter 8 - Logistics Category Instructions and Deviation Indicators.

8.1. General. This chapter outlines logistic-specific reporting instructions and deviation indicators. These deviation indicators and remarks provide pertinent information to affect process improvement in logistics operations.

8.2. Departure Delays for Supply. Use an appropriately assigned 700-series deviation indicator when an aircraft delays for parts. Consider paragraph 8.5. when determining if delay should be coded as a supply or maintenance deviation. Deviation indicators with assigned meanings are listed in figure 8.1.

NOTE: Whenever a 700-series deviation indicator is the primary reason for a delay, the appropriate 900-series deviation indicator will be entered in the secondary reason field and the appropriate WUC entered as the first five characters in the remarks. Do not precede the code with the letters "WUC."

8.2.1. All supply delays require a WUC and stock number or part number in the first part of the remarks section. This part number or stock number will be used to analyze the availability of parts associated with delays. Also include the actual time the part(s) was ordered in remarks.

8.2.2. If the responsible supply function is not an AFSOC unit and either did not issue a part or did not issue the part in time for an on-time departure, use the appropriate 100-series deviation indicator and explain in remarks. Again, it is mandatory to include the WUC, in the first five characters in the remarks followed by the stock number, part number, and reason in the remarks.

8.3. Departure Delays for Saturation or Shortage. Use an appropriately assigned 800-series deviation indicator when the delay is for saturation or shortage of logistics facilities, personnel, etc. Saturation or shortage deviation indicators with assigned meanings are listed in figure 8.2.

8.3.1. All saturation or shortage delays require explanatory information in the remarks section.

8.3.2. If the servicing organization is not an AFSOC unit, use the appropriate 100-series deviation indicator and explain in remarks.

8.4. Departure Delays for Maintenance. Use an appropriately assigned 900-series deviation indicator when an aircraft delays for maintenance problems. Consider several points below before coding aircraft maintenance problems. Maintenance deviation indicators with assigned meanings are listed in figure 8.3.

8.4.1. All maintenance and supply delays require a WUC as the first five digits in the remarks section when applicable. Include explanatory information of the component or system that caused the delay and a brief description of the corrective action taken. If the original aircraft is replaced with another aircraft, also enter the tail number of the original aircraft (the aircraft that had the system problem). These codes represent the system that malfunctioned, regardless of the location or the personnel performing the corrective action.

NOTE: When a work unit code is placed in the remarks section, do not precede the code with the letters "WUC."

8.5. Assigning Supply or Maintenance Deviation Indicator. Use an appropriate 700-series supply deviation indicator if the delay would not have occurred had the part been on hand. If the delay would have occurred even if the part had been available, use a 900-series maintenance deviation indicator as the primary delay and a 700-series as the secondary delay reason.

8.6. Assigning Maintenance or Quiet Hours (140) Deviation Indicator. Use the 140-deviation indicator if the delay would not have occurred had an engine run taken place during published quiet hours. If the delay would have occurred even if the quiet hours were not a factor, use a 900-series maintenance deviation indicator as the primary delay and 140 as the secondary delay reason.

Figure 8.1. Logistics Deviation Indicators – Supply.

LOGISTICS DEVIATION INDICATORS - SUPPLY	
711	Request exceeds authorized level in the Forward Supply Location (FSL), maintenance bench stock, and supply points
712	Stock levels not maintained in the FSL, maintenance bench stock, and supply points for this type aircraft
713	Stock levels maintained for this type aircraft; however, level not established in the FSL, maintenance bench stock, or supply points for this item.
714	Critical item authorized, however, insufficient assets available to fill this requirement (takes precedence over 715 and 716).
715	Order and ship time not exceeded
716	Order and ship time exceeded
717	Supply issued wrong part
718	Unserviceable asset issued from supply (Identify repair activity reflected on the AFTO Form 350, Repairable Item Processing Tag, accompanying the part and enter in GDSS Form 59 remarks. Material deficiency report required on unserviceable assets originating from depots.)
719	Supply personnel duties performed improperly (or not performed) delayed mission
720	Supply parts maintained/supplied by contractor (e.g., KC-10 aircraft)
Other	
799	<i>Other Logistics Supply deviation - specific deviation indicator not available</i>

Figure 8.2. Logistics Deviation Indicators - Saturation or Shortage.

Logistics Deviation Indicators - Saturation or Shortage	
831	Saturation or shortage of facilities (supply, POL, or maintenance)
832	Saturation or shortage of personnel (supply, POL, or maintenance)
833	Saturation or shortage of support equipment (supply, POL, or maintenance)
Other	
899	<i>Other Logistics Saturation or Shortage deviation - specific deviation indicator not available</i>

Figure 8.3. Logistics Deviation Indicators – Maintenance.

LOGISTICS DEVIATION INDICATORS - MAINTENANCE	
901	Maintenance personnel duties performed improperly (or not performed) delayed mission
902	Aircraft held for required maintenance training
903	Shortage (based on malfunction) of support equipment (i.e., power unit, A/C, deicing equipment, etc.)
904	Deviation directed to support MICAP
Airframe	
911	Airframe structure and windows
912	Cockpit and fuselage compartments/equipment
913	Landing gear
914	Flight controls
916	Boom (tankers)
917	Aerial delivery system (tankers)
Power Plant	
923	Power Plant
924	Auxiliary power plant
Systems	
941	Air conditioning, pressurization, and surface ice controls
942	Electrical systems (generators, bus tie connectors, wiring, switches, etc.)
944	Lighting system
945	Hydraulic and pneumatic systems (i.e., hydraulic pump, reservoirs, plumbing, filters, etc.)
946	Fuel systems
947	Oxygen system
949	Misc. utilities/fire detection/protection system/water waste
951	Instruments/Independent systems
952	Automatic flight controls
955	MADARs and history/flight data/voice recording systems/recorders
956	Automatic all weather landing systems (AAWLS)
957	C-17 auto flight electronic flight control system
959	Refueling system (receiver aircraft)
961	HF Communications
962	VHF communications
963	UHF communications
964	Intercom/Interphone
965	Information, Friend or Foe (IFF)
966	Emergency radio/Emergency communication
968	SATCOM

Figure 8.3. Logistics Deviation Indicators - Maintenance (Continued).

969	Miscellaneous communications equipment
971	Radio navigation/C-17 dependent positioning determining
972	Radar navigation/INS
973	Bomb NAV/INS/Station Keeping Equipment
976	ECM/C-17 Tactical Electronic Warfare
989	Airborne battlefield command control center (capsule)
991	Emergency/Survival equipment
996	Personnel and Miscellaneous Equipment
997	Explosive devices and components
Other	
999	<i>Other Logistics Maintenance deviation - specific deviation indicator not available</i>

Chapter 9 - Headquarters (Non-AMC) Category Instructions and Deviation Indicators

9.1. General. This chapter outlines reporting instructions for headquarters other than AMC. These deviation indicators have been established for administrative purposes and only apply to non-AMC missions.

Figure 9.1. Headquarters (Non-AMC) Deviation Indicators.

HEADQUARTERS (NON-AMC) DEVIATION INDICATORS		
OTHER (Use specific deviation indicators listed elsewhere to reflect delay reason unless units are directed by their MAJCOM)		
PACAF	610	PACAF directed
USAFE	620	USAFE directed
ANG	630	ANGRC directed
AFRES	640	AFRES directed
AFSOC	650	AFSOC directed
ACC	660	ACC directed

PART 3

DATA RETRIEVALS

Chapter 10 - Additional Automated System Information

10.1. General. This chapter provides additional automated system information that can be helpful. Many actions taken by automated systems are transparent to the user; thus it is not necessary, but helpful, for users to gain an insight into system processing. Also, it is not the intention to rewrite system handbooks. For more information, refer to appropriate user guides and handbooks for system specific clarification. Figure 10.1 depicts the transfer of information throughout the automated systems.

10.2. Remarks Versus Amplification. Throughout this publication, remarks are referred to as the label to provide additional explanatory information. Continue to enter remarks when needed; however, be aware of the following when entering remarks directly into a message. C2IPS offers two areas (or sets) in which to enter explanatory information and they are the Remarks set and Amplification set. Explanatory information created in the C2IPS Remark Display, and subsequently attached to a message, will be pulled into the Amplification set of the message when it is created. Only the Amplification set of a C2IPS message will cause an update to the remark set in GDSS. This becomes an area of concern if you are entering explanatory information directly into the C2IPS message itself. Use the Amplification field if that information must update GDSS.

10.3. C2IPS Message Review. As the responsible agency for providing accurate unit data, it is imperative that CP controllers review message content before transmitting messages. System validations are continuously improved; however, they may not have all "logic" checks in place. For example, an aircraft has an ETB of 1015, lands with an ATA of 1020 and an ATB of 1030. The message is transmitted and GDSS gets an update of ATA 1020 and ATB 1015. Obviously, AFSOC is concerned when a unit blocks an aircraft in before it lands. Had the controller reviewed the message, they would have found that the ETB time was pulled into the message versus the ATB time. The system validated numbers in the arrival and block-in fields, but did not "logically" validate the sequence of events. This problem of pulling in the ETB instead of the ATB has been identified and is expected to be corrected in a future C2IPS release. Ensure transmitted messages contain correct information.

10.4. C2IPS and GDSS Validation Information. When a C2IPS user sends a message to GDSS that fails GDSS validation rules, GDSS will automatically send a reject message back to C2IPS. This reject message is routed to the incoming message screen to review display in C2IPS for user action/retransmission. This reject message transaction is transparent to the GDSS user. Conversely, when a GDSS user sends a message to C2IPS that fails C2IPS validation rules, the GDSS message remains in C2IPS but doesn't update the C2IPS data base. The erroneous, GDSS originated message will be routed to the C2IPS incoming message to review display and the message status will be reflected as "ABORTED/ERRORS." The C2IPS user reviewing the message must then both manually correct the error and "hand-jam" the information into C2IPS, or verbally notify the originator of the message that an error occurred and a retransmission is

required. There is currently no avenue in place that allows C2IPS to transmit a reject message back to the GDSS user.

10.5. Aircraft Fleet Code. Aircraft fleet codes are established to enhance system processing. When a user enters an aircraft type and tail number, the system attaches a fleet code to the tail number. This code aids the system when searching the database. For example, requesting a tail number without using a fleet code, the system will search the entire database for that aircraft tail number, like searching an entire book for a particular word. However, if requesting a tail number with a fleet code, the system will search only that fleet code area for that tail number, like searching through only one chapter of the book. This reduces processing time to retrieve requested data and wait time for the user. If during requests for data, the opportunity to enter a fleet code is an option, refer to figure 10.2 to aid in search of the database.

Figure 10.1. Linkage of AMC C2 Automated Systems.

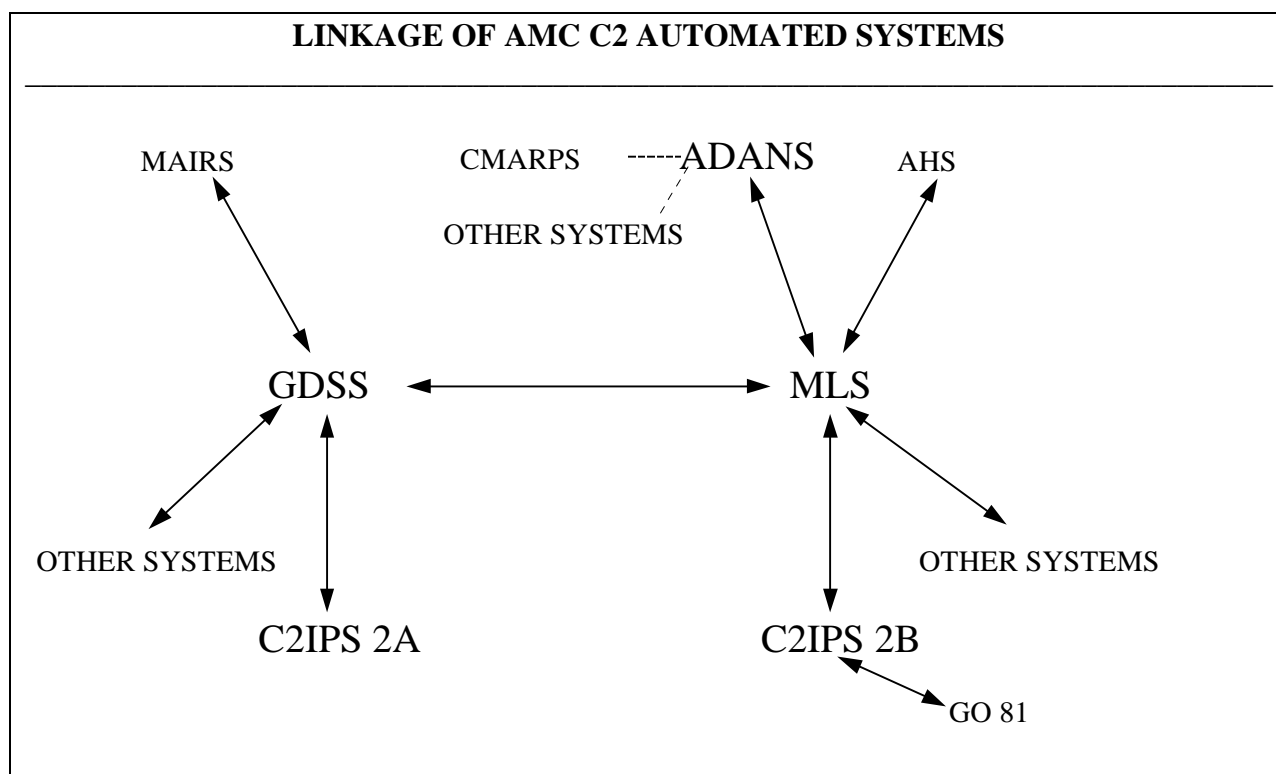


Figure 10.2. Aircraft Fleet Codes.

AIRCRAFT FLEET CODES	
Fleet Code	Aircraft Type
A	C017A, C141A, C141B
B	C005A, C005B, C005C
C	A-300, A-310, A-330, A-340, B-707, B-727, B-747, B-757, B-767, B-B-777, DC006, DC008, DC009, DC010, F0100, HC007, L100, L1011, L188, MD011, MD080, MD083, MD090, MD095, VC010
E	C009A, C009C, C012A, C012F, C012J, C018, C020A, C020B, C020C, C021A, C022B, C025A, C026A, C026B, C027A, C029A, C135A, C135B, C135E, C137B, C137C, CT039A, T039A, T039B, T043A, UC026C
F	AN12, AN124, F015A, F015B
G	F016A, F016B
H	A010A
I	A007D, A007K
J	OA037B
L	F004C, F004D, F004E, RF004C, E003A, E003B, E003C
M	AC141A
S	EC135N, EC135Y, EC137D, KC010A, KC135A, KC135D, KC135E, KC135Q, KC135R, KC135T, NC135A
T	AC130H, AC130U, C130A, C130B, C130E, C130H, C160, C212A, CH003E, CH0053A, EC130E, HC130H, HC130N, HC130P, HH001H, HH003E, MC130E, MC130H, MC130P, MH053J, MH053M, UH001N, UH060H, WC130E, WC130H, WC135B
Z	C130H, C160E, HH003N, HH060G, IL076E, MH060G, MH060L, UH003N, UH060L

Chapter 11 - Departure Reliability

11.1. General. This chapter addresses the first of two mission reliability components. Departure reliability is based on the successful completion of the MMRS launch sequence process.

11.2. Departure Reliability. Departure reliability provides the commander with an objective measure of the health of the assets. It does this by showing the percentage of aircraft that depart on time. On time refers to the standard for departure which is prior to the scheduled departure time, or within 14 minutes after the scheduled departure time. Departure reliability rate is simply the percentage of departures that are on time compared to total departures. The main focus in departure reliability is to strengthen the air mobility system through accountability for process improvement.

11.2.1. A viable reporting system is crucial to providing the shared database that links deviation indicators to performance, and performance to people. Although every deviation needs to be reported and analyzed, it is understood that there will be problems causing deviations that cannot be immediately solved. The purpose of accountability is to identify areas in which improvements can be made without causing problems in areas which they have little immediate control.

11.2.2. The AHS is the source of mission reliability retrievals. Its reports consist of both standardized retrievals and unit specific requests for data designed to assist AFSOC managers. These reports will vary based on the deviation indicator criteria used for each retrieval.

11.3. Improvement Process. To improve mission departure reliability, each command level should use these four steps: First, detect a change in reliability using the MMRS. Then, analyze the MMRS data to identify a cause for the deviations. Next, report the problem and proposed solutions to the appropriate commander. Finally, the commander implements the best solution for improving reliability.

11.3.1. Daily deviation reports detect areas with potential quick fixes.

11.3.2. Monthly deviation reports identify areas with potential trends.

11.3.3. Yearly trend data would be used to initiate long-term fixes.

11.4. Summary. A commander to commander dialogue, both up and down the chain, is essential to improve departure reliability. Although deviations are identified as accountable at one command level, because of the inter-related nature of the air mobility system, solutions may necessitate getting other command levels involved.

Chapter 12 - Arrival Reliability

12.1. General. This chapter addresses the second of two mission reliability components. Arrival reliability is based on successful MMRS mission completion.

12.2. Arrival Reliability. Arrival reliability provides the commander with an objective measure of AFSOC's ability to meet customer requirements for delivery time. It does this by showing the percentage of aircraft that arrive on time. These standards are: within 2 hours of the scheduled arrival time for air land operations mission, within 5 minutes of the scheduled ARCT for air refueling missions, and within 60 seconds of the scheduled Time Over Target (TOT) for air drop missions. Arrival reliability rate is simply the number of on-time arrivals divided by the total number of arrivals.

12.2.1. The AHS is the primary system to obtain reliability retrievals. Its reports will consist of both standardized retrievals and unit specific requests for data designed to assist AFSOC managers. AHS has an arrival reliability retrieval that compares actual arrival times to scheduled arrival times and produces the arrival reliability rate.

12.2.2. Currently, the functionality does not exist within AMC C2 systems to collect information on arrival deviations, other than through remarks.

12.3. Improvement Process. Arrival reliability deviations can be caused by two factors: departure deviations and airborne deviations. Efforts to improve arrival reliability currently focus on improving departure reliability. As the MMRS matures, it will be possible to analyze airborne deviations as well as departure deviations.

12.4. Summary. Just as with departure reliability, a commander-to-commander dialogue, both up and down the chain, is essential to improve arrival reliability.

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Attachments:

1. Glossary of References and Supporting Information
2. AFSOC Mission Identifiers

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION***Abbreviations and Acronyms*

AC	Aircraft Commander
ACFT	Aircraft
ACL	Allowable Cabin Load
ACM	Additional Crew Member
ADANS	AMC Deployment and Analysis System
ADS	Aerial Delivery System
AE	Aeromedical Evacuation
AFSOC	Air Force Special Operations Command
AGE	Aerospace Ground Equipment
AHS	AMC History System
AMC	Air Mobility Command
AMCC	Aircraft Maintenance Control Center
AOR	Area of Responsibility
APU	Auxiliary Power Unit
AR	Air Refueling
ARCP	Air Refueling Control Point
ARCT	Air Refueling Control Time
ATA	Actual Time of Arrival
ATB	Actual Time of Block
ATD	Actual Time of Departure
ATOC	Air Terminal Operations Center
C2	Command and Control
C2IPS	C2 Information Processing System
CDD	Crew Duty Day
CDT	Crew Duty Time
CED	Crew Enhancement Delay
CFP	Computer Flight Plan
CMW	Compartmented Mode Workstation
CONUS	Continental United States
CP	Command Post
DNIF	Duty Not Including Flying
DST	Delay Start Time
DV	Distinguished Visitor
DZ	Drop Zone
ECM	Electronic Counter Measures
ETA	Estimated Time of Arrival
ETB	Estimated Time of Block
ETD	Estimated Time of Departure
ETIC	Estimated Time In Commission

FLIP	Flight Information Publication
FMC	Fully Mission Capable
FSL	Forward Supply Location
GDSS	Global Decision Support System
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rule
ILS	Instrument Landing System
INS	Inertial Navigation System
ISO	Isochronal Inspection
ITV	In-Transit Visibility
JA/ATT	Joint Airborne/Air Transportability Training
LM	Load Master
LOCC	Logistics Operations Control Center
MADAR	Malfunction Analysis, Detection, and Reporting
MAIRS	Military Air Integrated Reporting System
MC	Mission Capable
MCF	Maintenance Control Flight
MDS	Model, Design, and Series (aircraft type)
ME	Mission Essential
MEDEVAC	Medical Evacuation
MEGP	Mission Essential Ground Personnel
MHE	Materiel Handling Equipment
MICAP	Mission Impaired Capability Awaiting Parts
MLS	Multi-Level Security
MOG	Maximum On Ground (Parking MOG, Support MOG)
MSK	Mission Support Kit
MST	Mission Support Team
NAF	Numbered Air Force
NMC	Not Mission Capable
NMCB	Not Mission Capable--Both maintenance and supply
NMCM	Not Mission Capable--Maintenance
NMCS	Not Mission Capable--Supply
OCONUS	Outside Continental United States
OPCON	Operational Control
OSA	Operational Support Airlift
PAX	Passengers
PDM	Programmed Depot Maintenance
PMC	Partially Mission Capable
POL	Petroleum, Oil, and Lubricants
PPR	Prior Permission Required
PSC	Passenger Service Center
RON	Remain Overnight
SAAM	Special Assignment Airlift Mission
SAM	Special Airlift Mission
SATCOM	Satellite Communication
SRT	Scheduled Return Time

TACC	Tanker Airlift Control Center
TALCE	Tanker Airlift Control Element
TO	Technical Order
TOA	Time of Arrival
TOT	Time Over Target
USMTF	United States Message Text Format
VIP	Very Important Person
WX	Weather

Terms

Block-In Time	The time the aircraft is parked and chocks are positioned.
Block-Out Time	The time the chocks are removed and the aircraft starts to roll.
Commercial Delay	A delay on a commercial aircraft that blocks out after its scheduled departure time, exceeds the scheduled ground time, AND was caused by the commercial carrier.
Delay Start Time	An adjusted departure time (to accommodate the planned or scheduled ground time) due to a late mission arrival. DST is computed by either of the following methods: (1) add the amount of time the mission blocked-in late to the scheduled departure time; or (2) add the scheduled ground time to the actual block-in time. For divers/air aborts, add authorized divert ground time to block-in time.
Double Block	The term used when an aircraft stops and is blocked in temporarily to perform other functions (i.e., off-load hot/hazardous cargo) and then is blocked in its final parking spot. The initial block-in time is the reportable time and reports should not be delayed until final block-in time. Additional off-load and double block time should already be included in the planned ground time.
J-Divert	An air abort or diversion for aircraft system malfunction.
K-Divert	An air abort/diversion for non-mechanical reasons, i.e., pax pick up.
LIMA Delay	A delay on a military or commercial aircraft that departs after its scheduled departure time but DOES NOT exceed the scheduled ground time.
Mission Management	The function of organizing, planning, directing, and controlling AFSOC airlift and/or tanker missions operating worldwide. Mission management includes mission execution authority, the authority to direct where and when a mission goes and what it does once it arrives there. (CP controllers are mission managers when supporting local training missions.)
Mission Monitoring	The function of organizing, planning, directing (limited), and controlling AFSOC airlift and/or tanker missions operating through their location. Mission monitoring does not include execution authority. CP/AFSOC CMD CTR controllers are mission monitors.
XRAY Delay	A delay on a military or commercial aircraft that departs after its scheduled departure time and DOES exceed the scheduled ground time.

Attachment 2**AFSOC Mission Identifier Table**

AFSOC Mission Identifiers. AFSOC mission numbers are composed of twelve alphanumeric characters. The first three are the prefix; the fourth through seventh are the basic mission number; the eighth through ninth are the suffix; and the tenth through twelfth are the Julian date of origin.

1.. Mission number prefix. The mission number prefix is used to identify the principal operator, mission purpose, and the agency supported.

AFSOC MISSION IDENTIFIER TABLE		
<u>First Character</u> (Primary Operator Codes)		
Y AFRC/AFSOC (O&M)		
1 Special Operations Forces (SOF)/AFSOC		
3 ANG/AFSOC/Other Services (O&M)		
D ANG (O&M)		
<u>Second Character</u> (MISSION)	<u>Third Character</u> (Agency Supported/Tasking Agency)	
A Not Assigned	A	Department of Commerce
B Not Assigned	B	AFSOC/Unit Possessing Acft (Squadron, Detachment etc.)
C Aircraft Transfer (Explain in remarks)	C	AMC
D Support (Personnel, cargo pick-up/delivery, maintenance personnel delivery) Explain in remarks	D	TACC/XOO
E Training – Other than local (landing at a station outside the local training area – explain in remarks)	E	ESMC
F Not Assigned	F	Formal School Unit Supported
G Not Assigned	G	ACC (Site Support)
H Evacuation (Hurricane/evacuation or other disaster avoidance type mission)	H	USAF or other MAJCOM (Explain in Remarks)
I Public Affairs (Static display, News Media, Aerial Demo, Fly-bys)	I	AFTAC
J Positioning Mission	J	OPORD use (Explain in remarks)
K Not Assigned	K	Not Assigned
L Air Evac	L	US Air Force Academy (USAF)
M Med Evac	M	Maintenance Activity (PDM, ACI, Depot Mod, etc.) Explain in remarks
N MAST	N	NASA
O Precautionary Orbit/Escort	O	Other DOD Agency (USA, USN, USMC, etc.) Explain in remarks
P Not Assigned	P	Other (Explain in remarks)
Q Aerial Refueling	Q	NATO
R Rescue and Recovery (Objective Location Known)	R	OPORD Use (Explain in remarks)
S Maintenance/FCF	S	USSOCOM
T Test and Evaluation (OT&E)	T	Theater (USAFE, CENTCOM, etc.) Explain in remarks
U Local Trainer (Local Training Area Only)	U	OPORD Use (Explain in remarks)
V Depositioning Mission	V	Operational Readiness Inspection (ORI) (actual or practice)
W Other (Explain in remarks)	W	OPORD Use (Explain in remarks)
X Search (Objection Location not known)	X	Exercise (Explain in remarks)
Y Not Assigned	Y	OPORD Use (Explain in remarks)
Z Exercise (Explain in Remarks)	Z	OPORD Use (Explain in remarks)

2. Basic Mission Number. AFSOC basic mission number is used to identify the specific unit tasked to perform the mission.

AFSOC BASIC MISSION NUMBER TABLE			
Fourth, Fifth, Sixth, and Seventh Characters			
Mission Number	Unit	Mission Number	Unit
1500	1SOS	1900	19SOS
0400	4SOS	2000	20SOS
0500	5SOS	2100	21SOS
0600	6SOS	3100	31SOS
0700	7SOS	6700	67SOS
0800	8SOS	1930	193SOS
0900	9SOS	7110	711SOS
1100	15SOS	1550	1550FTS
1600	16SOS	1551	1551FTS
1700	17SOS		

3. Eighth and Ninth Character Suffixes. Identifies aircraft type.

AFSOC SUFFIX TABLE					
Eighth Character					
Char	Mission Type	MDS/Acft	Char	Mission Type	MDS/Acft
A	Reserved	Reserved	N	Nightingale	C-9
B	Blackbird	MC-130E/H	O	Air Evac	C-130
E	Electronic	EC-130E	P	Pavelow	MH-53J/M
F	Facility Checking	C-029	S	Slick	C-130E/H
G	Gunship	AC-130H/U	T	Tanker	KC-135
H	Pavehawk	MH-60G	U	Huey	H-1
J	Jolly	C/HH-3	W	Weather	WC-130
K	King	MC-130P	X		T-43
L	Lear	C-21	Y		C-22
M		C-12			
Ninth Character identifies subsequent aircraft on same mission on same day A-Z.					

4. Ten through Twelfth Character Julian Date. Scheduled Julian date of mission origination.

5. Special Instructions. Special instructions for exercise mission numbers. The following guidance is provided for constructing an exercise mission number.

5.1. Mission prefix will be obtained from the above table for exercises.

5.2. Basic mission number will use the first three characters of the fourth through seventh characters table above. The seventh character will identify subsequent mission on the same day; first mission will use the letter O; the second an A, etc. Example: 7SOS operating in an exercise would be 0700 for the first and 070A for the second, etc.

5.3. Suffixes will be assigned in the exercise-implementing directive published. OPLAN information must be staged in the AMC C2 systems prior to input of schedules. Examples of suffixes used, TS for Team Spirit, CG for Cobra Gold, etc.

5.4. Julian date will be the date when mission is to originate in characters ten through twelve.